

APPRAISEMENT IDEA
MAY BE ABANDONEDPresident Inclined to Cease
Valuation Campaign.

URGED TO MAKE SPEECH

Advisers Tell Him He Should
Act at Once.

Contrary Counsel Has Been Given Him, Also—Suggestion to Go to Illinois Impresses Him More Than at First, but Official Statements Are That No Decision Has Been Reached—Plan More Conferences.

President Roosevelt probably will cease his campaign for the physical appraisal of railroads. The decision is not final, but his inclination is now that way. It would be a first step toward allaying the railroad opposition.

The same thing may be done by a roundabout method. Of late it seems to have been overlooked that the Interstate Commerce Commission has nearly sufficient authority to ascertain the valuation of railroad property. In determining what is a just and reasonable rate, the commission may inquire into the value of the railroad property. Some additional legislation of a minor character would be needed. If the President decides to leave the troublesome question to the commission, Congress may be asked next winter to enact amendments to the rate law that will facilitate such work.

On every hand the President has heard protests against his physical valuation plans. It would cost the price of securities in 1900, he has been told. Roads greatly overcapitalized, as many of them are, would suffer. Millions upon millions of investments would be depreciated. Some have said that the President's intention of securing an appraisal law from Congress has done more than any other thing to undermine public confidence.

Therefore, the plan to leave the entire question to the Interstate Commerce Commission has had weight very recently with the President. It is proposed also that the commission should spend a little more time in Washington, go less about the country attending to purely routine business, and give more attention to the large questions waiting for adjudication. The President is told that the commission has not kept as much in touch with the railroad world as it ought.

The upmost question with the President to-day is whether he shall unburden his mind in a public speech, Secretary Cortelyou, who at first thought the President ought to say nothing publicly on the present public confidence of the country, is understood to have changed his opinion somewhat.

URGED TO MAKE SPEECH.

At Wednesday night's White House conference on the railway situation, attended by President Roosevelt, members of the Cabinet, members of the Interstate Commerce Commission, and others, opinion was very strong in favor of the acceptance by the President of the invitation extended to him by a delegation of the Illinois Manufacturers' Association to make a speech on the railway and industrial situation at Springfield on a date to be fixed by himself. The President appeared to be impressed with the view that he should make a public statement at an early date, and while he has reached no definite conclusion on the subject, the probability that he will accept the Springfield invitation is not so strong as it was at first.

According to what was said yesterday, the President was much interested in the statement of the Illinois delegation, and that small investors were being injured by the prevailing business conditions. It was the opinion of the delegation that a reassuring speech by the President as to his policies with reference to railroads and corporations would do much to put an end to the timidity among those who have money to lend and generally would tend to prevent the financial and industrial panic that now exists.

At the conference the views expressed by the Illinois delegation were discussed, and the admission was made yesterday in an authoritative manner that the President might go to Springfield after all.

CONTRARY ADVICE, TOO.

The President, on the other hand, has been urged in the strongest terms to make no public statement. He has been told that once he openly acknowledges the general financial distrust, the situation will be aggravated and doubts will multiply. In most cases where the President receives advice of a conflicting character he finally accepts that which is for positive action, but it was declared at the White House late yesterday afternoon that the President was still undecided.

The railroad officials have made no response to the intimation that it would be profitable for them to gather in conference with the commissioners. It is believed they think it would be regarded as a token of surrender. Nevertheless, there is a very earnest desire with the administration that the railroad presidents come here and talk over big questions with the commissioners, because it is believed these talks would dispel a deal of misunderstanding.

President Marvin Huggitt, of the Chicago and Northwestern, was here yesterday to attend a meeting of the Nobel prize trustees, and was one of several luncheon guests at the White House. He would not acknowledge that he discussed railroad matters, although it is almost certain that he and the President exchanged views upon the present conditions.

There has been some uneasiness here lest the threat of a big strike on Western roads complicate the situation. Labor Commissioner Neill conferred yesterday with Chairman Knapp on the request from the general managers for arbitration. Steps will be taken for arbitration, as the Erdman act provides, but it is not believed here that there will be any strike.

IS GATHERING FACTS.

In the several conferences that he has lately had with the members of the Interstate Commerce Commission, the President has received much information of a statistical and otherwise instructive character in regard to the railways and the laws to which they are subjected by the Federal government and the States. He directed the commission several months

WEATHER FORECAST.

For the District of Columbia and Maryland—Partly cloudy today. To-morrow, showers and cooler; light to fresh east to south winds.

HERALD NEWS SUMMARY.

TELEGRAPHIC.

1—Twenty-six Die in Southern Pacific Wreck.
2—Chicago Railway Men Will Not Arbitrate.

1—W. A. Proctor Commits Suicide.
2—Thaw Inquiry Inquiry Begun.
3—Roumanian Rebels Kill Troops.
4—New York 400 to War on Mrs. Smith.
5—News of Maryland and Virginia.
6—"Chick" Stahl a Suicide.

LOCAL.

1—President Lament Toward Railroads.
2—Warrant for Ambassador's Chauffeur.
3—Taft-Forker Cont. Cont.
4—Friction Reported in Militia.
5—Conference on Milk Planned.
6—Peace Board Elects Officers.
7—Bank Merger Completed.
8—Flowers Sent to Hospitals.
9—Grand Opera Pleases.

DOVER ON THE FENCE

Assumes Neutral Position in
Ohio Fight.

CRANE TRIED TO MAKE PEACE

Massachusetts Senator Carried Olive Branch Back and Forth Between Political Belligerents Several Times, Without Success—Compromises Were All in Taft's Favor.

The early forcing of the Republican Presidential fight by Senator Foraker has uncovered preliminary efforts by both sides to control the party's national committee. That body is to have a role of unusual importance to play in the drama, and it is even possible that its members may name the candidate.

This explains the eagerness on both sides to capture Elmer Dyer, the secretary of the committee, who was here yesterday and issued a strict neutrality proclamation. He has been in Ohio but once recently, and then he was in Columbus over night for a talk with Charles P. Taft, of Cincinnati. He made no new discoveries about Ohio conditions on that occasion, and he did not go there for Taft—near-sensational stories from New York to the contrary notwithstanding.

Mr. Dyer's importance and that of his committee colleagues in the present situation arises from the number of prospective contests over State delegations, particularly from the South, that will be decided by them prior to the convening of the next Republican national convention. In the fierce fight that is to be, with a large number of candidates, no beaten faction in a Southern State, at least, will rest content until the national committee has actually seated the rival delegation.

COMMITTEE ANTI-ROOSEVELT.

Despite Mr. Cortelyou's skill in filling vacancies, the present Republican National Committee is regarded as anti-Roosevelt by a safe majority. Senator Scott and others who threatened to contest Harry New's right to the chairmanship after Mr. Cortelyou resigned, frankly claimed control as against the President. Members of the old McKinley-Hanna guard in the South are already organizing contests in States which they have not been able to capture, with the idea that the committee will seat them in preference to administration delegations. In Alabama and Mississippi, particularly, this insurgent work is all but complete. In a close convention the decision of the national committee on but a few cases might be an award of victory to some faction or candidate.

The battle over delegation contests is expected to be the most savage of any convention in recent years, but Mr. Dyer declares he will keep out of it. He saw Senator Dick yesterday morning and will see Senator Foraker before he returns to New York. But he will not take up the cudgels for them in Ohio. He has refused the offer from Charles P. Taft to manage the campaign for Taft delegates outside of Ohio. After Foraker and Taft have fought their rival claims to a full State, Dyer will give his services and support to the one who wins the State delegation. But he regards the present situation with frank distaste.

His reply to the Taft people, and his own contribution to the whole middle, was an effort to get Foraker and Taft together. A week ago he was in Washington working on this, and believed he had succeeded. When he was here he urged Taft and Foraker to come and look the ground over. He believed that one of them would find the situation in such shape that he would voluntarily drop his fractional aspirations and board the other's handwagon.

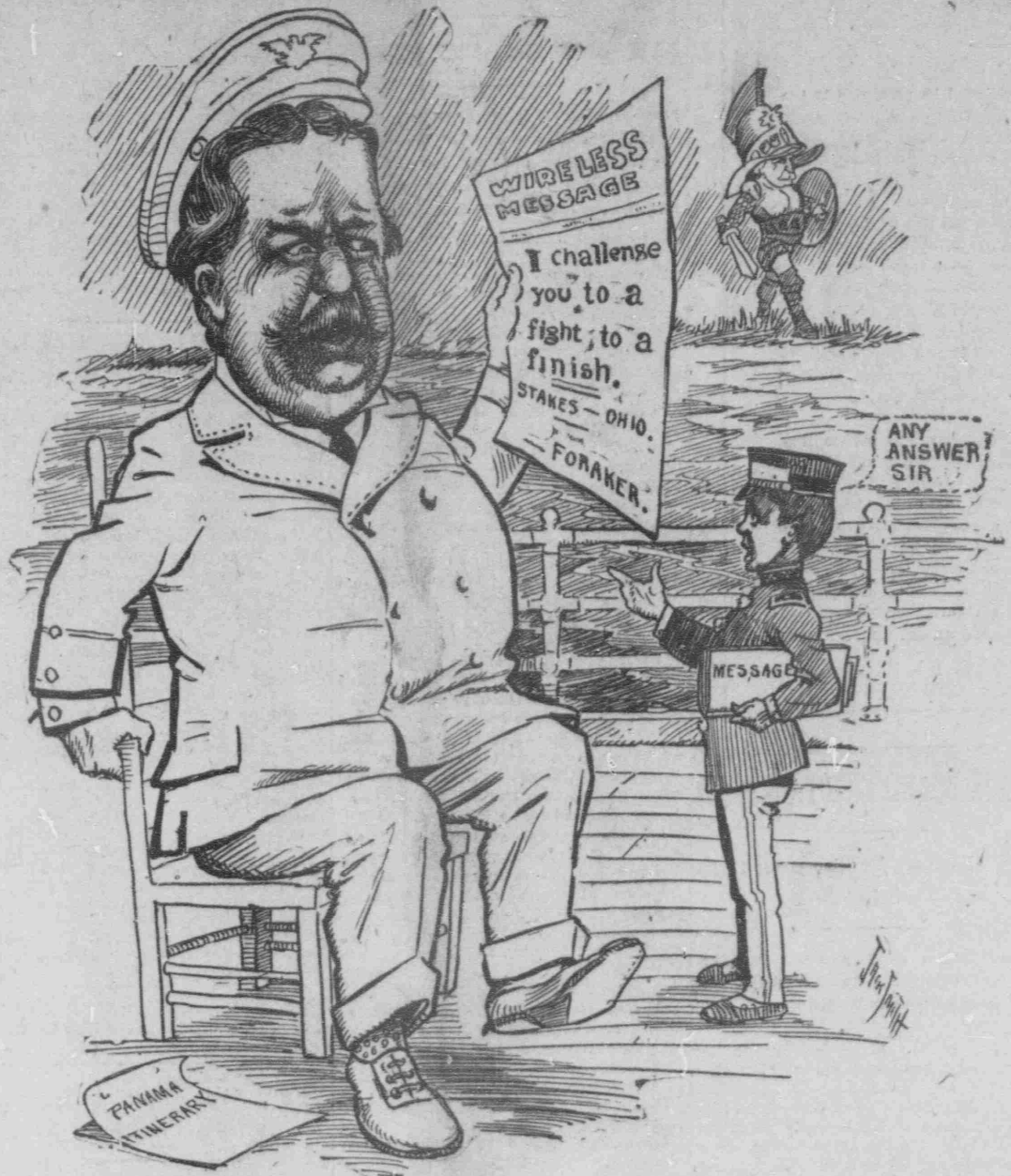
WILL EXPRESS NO PREFERENCE.

He will not say which he thought this would be, and will not admit that he had any opinion. Both sides were assuring him that they had 50 per cent of the voters, but it is a safe guess that Mr. Dyer thought it would be Senator Foraker to whom the rude awakening would come if his State did not endorse his Presidential aspirations, and that the Senator would be shrewd enough to recognize such a situation and step aside.

Mr. Dyer does admit frankly that he thinks Secretary Taft, with a solid State delegation behind him, would have a good chance to be nominated. He will not say that Senator Foraker would not, however. He quite evidently fears lest the two destroy each other's chances in a fight as rough-and-tumble finish fight as Foraker has invited. Indeed, he has not yet given up all hope of a peaceful solution, but he seems to be the only Ohio politician who nourishes such hope. Senator Dick has no delusions as to peace, and Senator Foraker has no appetite for it.

CRANE WOULD BE PEACEMAKER.

It is a good guess that the soft-footed, soft-spoken messenger was Murray Crane, the Massachusetts Senator, who is a sort of dove of peace at all times. Senator Foraker finally suggested, it is understood,



WILL NOT ARBITRATE

Trainmen Refuse to Get To-
gether with Anybody.

WIN OR STRIKE THEIR MOTTO

Chief Garretson Says If Strike Is Ordered It Will Be Through Officers and Delegates Now in Session in Chicago—Low and Morrissey Are in Conference.

Chicago, March 28.—The conductors and trainmen involved in the wage dispute with the Railroad Managers' Association held a meeting late this afternoon and passed resolutions refusing to arbitrate with anybody. The labor leaders now declare that the only way to avert a strike on all lines west of Chicago is for the railroad managers to agree to the demands of the men.

The subcommittee of the two unions held a meeting at noon at which it was decided to ignore the friendly offices of the Interstate Commerce Commission and the United States Department of Labor. Then it was learned that Chief Morrissey, of the trainmen, and Seth Low, chairman of the conciliatory committee of the National Civic Federation, had been in communication with regard to having the dispute arbitrated by the National Civic Federation.

After a long discussion this proposition was rejected also. It was then decided that no steps looking toward arbitration with any company or individual would be considered further.

WILL NOT VOTE ON STRIKE.

"Unless the managers meet our demands," said one of the members of the conference, "a strike will be called. I think, however, that there is a good chance for the matter being adjusted without trouble."

Grand Chief Garretson of the Brotherhood of Railway Conductors, denied a persistent report that a vote unqualifiedly deciding on a strike had been taken. "We are in exactly the same position which we occupied this morning," said Mr. Garretson. "If a strike is to be called, it will be done through the delegates and the officers of the order now in session, but it will not be done by a vote. We do not do business that way."

It is argued by the men that if they do not ask the officers of the Interstate Commerce Commission and the Department of Labor to arrange their disputes under the Erdman act, they cannot be asked to agree to it. "It is a game of checkers," said Senator Thompson, spokesman for the officials. "Both sides have been playing earnestly to win out, and at present there exists a certain check. This check will be got over without friction and the game will end satisfactorily to both sides—that is, both will say so in any event."

OFFICIALS LEAVE TO-DAY.

Chairman Knapp and Labor Commissioner Go to Chicago.

In response to the application from the committee of railway managers instituted under the arbitration act of 1898, Chairman Knapp, of the Interstate Commerce Commission, and Commissioner of Labor Neill will leave for Chicago this morning to act as intermediaries between the managers and prospective strikers. It is their determination to spare no effort to bring the clash to an amicable settlement, and if they fail to conciliate the contending forces, they will endeavor to bring about arbitration.

The two Federal officials when visited last evening had little or nothing to say beyond acknowledging the seriousness of the situation, and expressing the hope that a peaceful solution will be found.

Chairman Knapp said that he knew nothing of the conditions and could not say anything until he had visited the scene of action, and Commissioner of Labor Neill will leave for Chicago this morning.

PROCTOR ENDS LIFE

Millionaire Thought to Have
Been Despondent.

GRIEVED FOR LOST WIFE

Cincinnati Manufacturer, President of Proctor-Gamble Company, That Founded "Ivorydale"—Aged Seventy-three Years—Leaves No Letters—Telling Why He Committed Suicide.

Cincinnati, March 28.—William Alexander Proctor, president of the Proctor & Gamble Company, and one of the founders of the great soap manufacturing community at "Ivorydale," near here, committed suicide this afternoon in the bathroom of his country residence at Glen Dale, a suburb, by shooting himself in the mouth with a heavy caliber revolver. Death was instantaneous, according to the doctors who were sent for and arrived on the scene after the death of the aged multimillionaire.

CENSUS SHOWS AN INCREASE

Population of United States Con-
tinues to Grow.

Bulletin Presents Returns from Fourteen States, Giving Augmentation of Nearly 8 Per Cent.

Census bulletin 71, presenting the population return of fourteen States, shows an increase since 1900 of 1,901,572, or 7.8 per cent. For the remaining States and Territories the population of 1906, as determined by the methods of estimating, adopted by the Census Bureau, was 6,683,659, an increase over 1900 of 4,574,040, or 8.4 per cent.

The States which took a census in 1906 are Florida, Iowa, Kansas, Massachusetts, Minnesota, New Jersey, New York, North Dakota, Oregon, Rhode Island, South Dakota, Wisconsin, and Wyoming.

The population of continental United States in 1906, as obtained by adding to the returns of the States which took a census in this year the estimated population of the remaining States and Territories, is \$2,574,135, an increase over 1900 of 6,579,630, or 8.7 per cent.

The estimated population for continental United States for 1906 is \$2,941,510, and for the United States, inclusive of Alaska and the insular possessions, \$3,182,240. Computed on the basis of the estimate, the density of population of continental United States in 1906 is 28 persons per square mile, as compared with 26 in 1900.

The rapid growth of urban population is noteworthy. The total estimated population of municipalities—that is, incorporated places having 8,000 or more inhabitants—exclusive of San Francisco and Los Angeles, Cal., is \$2,496,224 for 1906, an increase over 1900 of 3,912,188, or 15.9 per cent, while the estimated population of the United States, exclusive of these cities, showed an increase of 4,890,008, or only 8.5 per cent.

The 58 cities with an estimated population of 50,000 or more in 1906 had a total estimated population of 18,717,167, an increase of 2,790,865, or 14.9 per cent, over that reported at the Twelfth Census. The five leading cities and their estimated population in 1906 are as follows: New York, 4,113,043; Chicago, 2,649,185; Philadelphia, 1,441,735; St. Louis, 649,339; and Boston, 602,278.

Detective an Abductor.

Berlin, March 28.—The police of Hamburg have discovered one of the masked men who kidnapped Eddy Krieger, son of Dr. George E. Krieger, of Chicago. He is the director of a detective agency at Hamburg.

A In Carie Lunch Served Daily

At Eckstein's from 12 to 2. 141 N. Y. ave.

Baltimore and Return \$1.25.

Baltimore and Sunday. All trains, both ways, both days, except Royal Limited. City offices, 107 G. St. and 619 Penna. ave.

Lumber trust broken—Libbey & Co.

Boards, wide, all heart, \$2.00 per 100 ft.

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STANDARD OIL IS DOWN.

Stock Sells as Low as 49 1/2, Against High of 84 1/2.

New York, March 28.—On transactions of 345 shares, remarkably large for this security, Standard Oil sold down to-day to 49 1/2. This is the lowest price for seven years, and shows a shrinkage in market value of \$348,000,000 from the high record made May, 1901, when the stock touched 84 1/2. The stock rallied subsequently and the last sale was at 49 1/2.

Representatives of the company said that the weakness of the stock was due entirely to liquidation by weak holders, and was of no other significance. The business of the company, it was said, was larger than ever before, and the financial and physical condition of the company was never better.

BAD PANIC ON BOURSE.

Four Brussels Banks Unable to Meet Their Liabilities.

Brussels, March 28.—There was a panic on the Bourse here to-day owing to four banks being unable to meet their liabilities, while four others were obliged to obtain an extension of time in which to settle their accounts. A Ghent broker was \$90,000 francs short.

The total losses in the Brussels money market are estimated at 15,000,000 francs.

CLUB AFTER AUTOISTS

Warrant for Austrian Am-
bassador's Chauffeur.

SEEK SENATOR KNOX'S ALSO

Glen Echo Authorities Continue Their Vigorous Warfare Against Washington Speeders—Local Club Indorses Mayor Garrett's Stand by Scoring Conduct of the Marshal.

Into the warfare between the automobilists and the authorities of Glen Echo was yesterday drawn still other names high in the social and official life of Washington. Coincident to this, a special meeting of the Automobile Club of Washington, which developed into a peace conference, was held last night.

Warrants were issued yesterday for S. S. Zula and William F. Mahoney, the chauffeurs of Senator Knox and Baron Hengelmueller, the Austrian Ambassador, neither of whom was accompanied at the time of his arrest by any member of the family of his employer. Zula is charged with failing to display a Maryland number, and in addition to this offense the charge of being an unlicensed chauffeur of Maryland is placed against Mahoney. Both men, according to Mayor Garrett, were released upon their personal recognizance, having promised to return and pay their fines. Neither appeared yesterday.

Thomas Edwards, jr., and James B. Rensselaer, who were arrested Wednesday, charged with speeding yesterday, forfeited \$5 collateral each. Thomas J. Bradley, charged also with speeding, was fined \$25.

Mayor Given Fraise.

While indorsing by resolution the action of Mayor John W. Garrett, of Glen Echo, in enforcing the regulations of that municipality regarding the operation of automobiles, the members of the Washington Automobile Club last night protested against the methods pursued by Town Marshal Charles F. Collins in making arrests. It was alleged that Collins has exceeded his authority by drawing a revolver and has displayed an officiousness and zeal entirely unnecessary under the circumstances.

In calling the meeting to order President R. B. Caverly announced that it was the desire of the club to co-operate with the authorities of Glen Echo in an endeavor to secure the observance by automobilists generally of the laws of that town.

Members of the association, he said, have suffered as the result of irresponsible chauffeurs speeding on the Conduit road, and it was only by impressing upon them the necessity of complying with the regulations that the highway could be made a resort for the law-abiding owners of automobiles.

"As the town council," he said, "will on the 1st of April extend the speed limits of Glen Echo from six to twelve miles an hour, and as Mayor Garrett has shown a disposition to be fair and just in the cases that are brought before him for disposal, the members of this association should officially sanction his efforts to enforce the laws. Co-operation and an observance of the law is necessary to secure to us the right to use the Conduit road without hindrance from the authorities."

Collins Is Censured.

In response to the suggestion of a resolution indorsing Mayor Garrett, W. S. Duval, former president of the club, stated that while it is his desire to co-operate with the authorities of Glen Echo in enforcing any reasonable and just regulations, he protested against the methods of Town Marshal Collins in enforcing these regulations. "Unnecessary display of a revolver in arresting automobilists," said Mr. Duval, "is not conducive to a spirit of harmony. Collins has repeatedly exceeded his authority, his manner is most offensive, and he is clearly not the type of man who should be entrusted with the enforcement of the law. In the adoption of resolutions, it should be clearly understood that the club does not give its approval to Collins."

In this Mr. Duval was supported by Col. M. A. Winter, Col. Winter and Mr. Duval were appointed to draw up the following resolution, which was unanimously adopted:

"That the Automobile Club of Washington desires to go on record as being in favor of indorsing the enforcement of the automobile laws of Maryland in so far as they are reasonably and properly enforced."

President Caverly announced that he had been requested by Mayor Garrett to use his influence in bringing before the mayor V. D. Bell, the chauffeur of the Shonts automobile, and in this he has been successful, as he was informed that Bell was to appear to answer to the charge of speeding.

While detailed for duty on H street, near Fifteenth street, yesterday afternoon to see that the automobile parties going to the races did not exceed the speed limit, Officer W. P. Garrett, of the Eighth precinct station, had his wheel badly broken by a runaway horse. The animal, which was attached to a wagon belonging to F. N. Holman, became frightened at a passing auto and swerved to the side of the street, crashing into the front wheel of the officer's bicycle.

\$1.25 to Baltimore and Return.

Via Pennsylvania Railroad every Saturday and Sunday. All trains, both ways, both days, except the Royal Limited. Tickets good to return until Sunday night.

Reduced to \$2.50 per 100 ft.

TWENTY-SIX DEAD
IN WESTERN WRECKSouthern Pacific Train De-
railed in California.

BODIES STILL IN DEBRIS

One of Victims Indiana Manu-
facturer—100 Hurt.

Engineer and Fireman Scalded. Baggage Man Killed—Confusion Is Indescribable and Hospitals in Colton Are Filled with Dead and Injured—Many Tourists Were En Route to Golden State for Winter.

Special to The Washington Herald.

Colton, Cal., March 28.—Not less than twenty-six people are known to have been killed outright near here this afternoon when the westbound Southern Pacific train, from New Orleans to San Francisco, was derailed.

In the confusion that has followed the disaster, there is little to be learned of the actual cause of the wreck, or the names of the victims, although it has been found that some of the bodies recovered are those of Italian laborers. There are no less than 100 injured, and many of these may die. Many are Eastern tourists who were going to spend the spring in California.

Ten of the fourteen coaches on the train ran into an open section, and all of them left the tracks and jumped into the ditch, where they were piled up in a mass of wreckage. Four of them were smashed to pieces, not a stick being left to give semblance to what had been a heavy passenger coach.

Many Bodies in Sight.

Many of the bodies that can be seen have not been located, and it is believed probable the death list will total more than twenty-six. George L. Sharp, of Muncie, Ind., a wealthy manufacturer, was one of the victims. He was dead when taken from the wreckage.

The engineer, Clarence Worthington, and the fireman, Victor Crabb, were both horribly scalded by escaping steam. The baggage man was one of those killed.

All Hospitals Crowded.

All is confusion throughout the hospitals here, all of them being filled with the injured, many of whom died after being removed from the debris.

Only a miracle saved the members of the Florence Roberts theatrical company from death. They were in a special car attached to the train, and it was thrown from the track. Both ends were splintered by the crash, and only two members of the company were injured.

SCANDAL SHAKES SEMINARY.

Student, Chaperoned by Mamma, At-
tends Function and Is Expelled.

Special to The Washington Herald.

Washington, Pa., March 28.—This little college town is much disturbed over a row in the young ladies' seminary.

Miss Edith Lattimer, of Pittsburg, a senior, has been expelled from school by Miss Thompson, the principal, who has declared that neither pupil nor parent can dictate to her.

The juniors at Washington and Jefferson College recently gave a promenade and sent invitations to the seminary girls. Miss Thompson set her foot down hard, saying the girls should not go. Miss Lattimer sent for her mamma.

Mrs. Lattimer came with blood in her eye. Her daughter should go to the promenade, and she, her mother, would also attend as her chaperone. And Miss Lattimer sent for her mamma.

The next morning Miss Lattimer went again. This time from college.

LOVE WORTH \$10,000,000.

Widow Renounces Huge Fortune to
Wed Henry J. Braker.

New York, March 28.—Dan Cupid cleaned up ten million dollars on a clever turn in the marriage market today when Mrs. Katharine Gelshenen, widow of the former president of the Garfield National Bank, announced her engagement to Henry J. Braker, an importer of this city.

Which the banker died he left ten million-dollar estate to his widow, but provided that she would forfeit it if she married again.

The estate will go to Mrs. Gelshenen's children, she said, and Mrs. Braker is well off, but his fortune is very small compared to Cupid's prize account.

FRANZ JOSEF WASHES FEET.